



US Army Corps
of Engineers
Buffalo District



Fairport Harbor, OH

Harbor Features

- Located on Lake Erie in the city of Fairport, Lake County, Ohio
- Authorization: River & Harbor Acts of 1825, 1896, 1905, 1919, 1927, 1930, 1935, 1937 and 1946
- Deep draft commercial harbor
- Authorized depths are 25 feet in the outer harbor and 18-24 feet in the river
- 118th leading U.S. port with 1,498,425 tons of material shipped or received in 2010
- Fairport Harbor is ranked 27th among the Great Lakes Ports
- Over 2.2 miles of breakwater structures
- 360 acre Outer Harbor and 1.5 miles of Federal Channel on the Grand River
- Major stakeholders include the Fairport Harbor Port Authority, U.S. Coast Guard, private marinas, Carmuse Lime, Morton International, Northeastern Road Improvement Company, Osborne Concrete & Stone, and Sidley Stone Products

Project Requirements

- Approximately 150,000 cubic yards (CY) of material must be dredged every 1-2 years. The harbor was last dredged in 2011 when approximately 118,000 CY of material was removed
- The current sediment backlog within the functional harbor areas is estimated at approximately 1,219,000 CY
- Critical requirements include maintenance dredging and the addition of safety ladders to the east pier



Consequences of Not Maintaining the Project

- Failure to dredge will result in continued shoaling and reduced channel dimensions; resulting in light loading, increased transportation costs and unsafe navigation conditions
- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$218,000 and \$521,000 annually
- Reduction of bulk commodities that pass through the harbor and generate \$56M annually in direct revenue while supporting over 388 jobs and generating over \$21M per year in personal income
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by nearly 44,000 tons of harmful particulate matter (PM-10) and increase costs by \$358,000 due to increased railroad related accidents, and \$2,868,000 due to increased trucking related accidents
- Failure to add safety ladders to the east pier will perpetuate the existing safety hazard

Transportation Importance

- Major receiving and shipping port on the Great Lakes

- Critical Harbor of Refuge
- Commodities shipped or received include limestone, aggregates, ores and minerals

**U.S. Army Corps of Engineers Fiscal Year (FY) 2010, 2011 and 2012
Fairport Harbor, Ohio - Project Requirements and President's Budget (\$1,000)**

Work Package	FY11 Requirement	FY11 Work Plan	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget
Project Conditions Survey	72	71	87		87	
Maintenance Dredging – Primary	1,500	1,485	1,500		1,490	
Maintenance Dredging – Backlog	660					
Evaluate East Breakwater (Eastern 4,000')	100					
E&D/Construction, Addition of Safety Ladders to E. Pier	120		120		120	
Structure Repair – E./W. Arrowhead Breakwater (Floating Plant)			950	923		
Snagging and Clearing			50	47		
TOTALS	2,452	1,556	2,707	970	1,697	0

Congressional Interests

- Representative Steven LaTourette R-OH-14
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH